THE MINISTER OF SHIPPING (SHRI G.K. VASAN): (a) Captive Cargo Handling Berths have been set up by private parties at some of the major ports in the past as per the guidelines issued by the Ministry of Shipping on Private Sector Participation for development of port infrastructure in 1996. These guidelines include broad guidelines on development of captive berths at Major Ports under the administrative control of the Ministry.

(b) and (c) The policy for the Captive Use of Major Ports is at present under consideration in the Ministry under a Committee constituted for recommending various steps for increasing the efficiency of the ports and for encouraging the private enterprise to take part in the functioning of the ports. With the aforesaid objectives in mind, the Committee is also looking into the subject to recommending guidelines for creation of captive use facility by port based industries within the Major Ports. The proposed policy is likely to bring in private investment in the port sector.

(d) and (e) No, Sir.

Development of Machilipatnam Port

1944. SHRI M.V. MYSURA REDDY:
SHRI NANDAMURI HARIKRISHNA:

Will the Minister of SHIPPING be pleased to state:

(a) whether it is a fact that the consortium for construction of Machilipatnam Port has not so far submitted its financial disclosure even after about three months of deadline;

(b) if so, the reasons therefor;

(c) whether it is also a fact that Government is planning to retender the Machilipatnam project along with other twenty port projects that it is proposed to award in the current fiscal; and

(d) if so, the details thereof and the reasons therefor?

THE MINISTER OF SHIPPING (SHRI G.K. VASAN): (a) to (d) Machilipatnam Port is a Non-Major Port in the State of Andhra Pradesh. Under the Indian Ports Act, 1908, the responsibility for development of Non-Major Ports vests with the respective State Government. Accordingly, the development of Non-Major Ports in the State of Andhra Pradesh is taken up by the Government of Andhra Pradesh.

Development of Kollam Port

1945. SHRI A. VIJAYARAGHAVAN: Will the Minister of SHIPPING be pleased to state:

(a) whether the Competent Authority of Kerala had taken up the Port Development of Kollam (Thangassery) Port *vide* letter dated 30 April, 2009 and 11 March, 2009;

(b) if so, the action taken thereon;

(c) whether the proposals for additional works have been approved;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF SHIPPING (SHRI G.K. VASAN): (a) to (e) Kollam (Thangassery) Port is a Non-Major port in the State of Kerala. Under the Indian Ports Act, 1908, the responsibility for development of Non-Major Ports in Kerala vests with the Government of Kerala.

Protection of interest of seafarers

1946. SHRI SHANTARAM LAXMAN NAIK: Will the Minister of SHIPPING be pleased to state:

(a) whether Government has taken any steps to protect the interest of seafarers;

(b) if so, the details thereof;

(c) the number of Indian seafarers missing, injured and died in the last two years; and

(d) the steps Government has taken to ensure grant of adequate compensation to the victims/heirs of the deceased, from the respective companies?

THE MINISTER OF SHIPPING (SHRI G.K. VASAN): (a) and (b) Yes, Sir. To protect the interest of seafarers, the Government of India has promulgated Merchant Shipping (Recruitment and Placement of Seafarers) Rules, 2005. These rules provide a mechanism of protection for Indian Seafarers working on Indian and Foreign Flag vessels and necessary safeguards for their repatriation in the event of their being stranded, or during such other exigencies when the ship owner fails to discharge the duty of repatriating the seafarers.

(c) The details regarding Indian Seafarers missing, injured and died in the last two years are as follows:—

Year	Missing	Injured	Death
2007	24	13	70 (*49 + @ 5 + # 16)
2008	43	16	36 (*20 + @ 1 + # 15)
2009 (End of June)	10	08	22 (*6 + @ 2 + # 14)

* Accidents.

@ Homicides/Suicides.

\# Natural death.

(d) The grant of payment of compensation to the victims/heirs of decreased is governed by the terms of the Collective Bargaining Agreement between seafarers and employers and also the requirements of the concerned flag administration of the vessel where the Indian seafarer has chosen to take employment. In the wake of an unfortunate eventuality of injury or death, resulting from operations on board ship, Directorate General of Shipping coordinates the payment of compensation from employer company.